

WEBSTER'S  
DICTIONARY.  
SIX DOLLARS ONLY.  
AT  
The Hongkong Telegraph,  
Office.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COMPANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES No. 870.

日六月三日四十二

WEDNESDAY, APRIL 6, 1898.

三月

號六月四英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £ 324,374

HEAD OFFICE - HONGKONG.

Court of Directors:-  
D. Gillies, Esq.  
J. T. Lauts, Esq.  
Chaa Kit Shan, Esq.  
Chief Manager,  
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
On Current Account, Daily Balances 2 per  
Cent. per Annum.  
Hongkong, 30th November, 1897. [3]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... £10,000,000  
RESERVE FUND ..... £ 8,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... £10,000,000

COURT OF DIRECTORS:  
Hon. J. J. BELL-IRVING, Chairman.  
R. M. CRAY, Deputy Chairman.  
C. BEUHMANN, Esq.

G. D. BISING, Esq. | A. J. RAYMOND, Esq.  
G. B. DODWELL, Esq. | R. L. RICHARDSON, Esq.  
David Gubbay, Esq. | R. STEWAN, Esq.  
A. HAUPT, Esq. | N. A. SIEBS, Esq.

CHIEF MANAGER:  
Hongkong - T. JACKSON, Esq.  
MANAGER:  
Shanghai - J. P. WADDE GARDNER, Esq.  
LONDON BANKERS - LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG - INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent. per Annum.  
For 6 months, 3½ per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 12th February, 1898. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
Cent. per annum.

Depositors may transfer at their option  
balances of £100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [10]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE - LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £375,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

... 6 " 3½ "

... 3 " 2½ "

T. H. WHITHEAD,

Manager, Hongkong.

Hongkong, 2nd June, 1897. [11]

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

SUBSCRIBED CAPITAL ..... Yen 12,000,000  
PAID-UP CAPITAL ..... 9,000,000  
RESERVE FUND ..... 6,600,000

Head Office - YOKOHAMA.

Branches and Agencies,  
KOBE NEW YORK  
LONDON LYONS  
SAN FRANCISCO HONOLULU  
BOMBAY SHANGHAI

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY - INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

On Fixed Deposits for 12 months at 5 per cent.

... 6 " 4 "

... 3 " 3 "

S. CHOH,

Agent.

Hongkong, 11th March, 1898. [12]

THE MICASTOS FACTORY.

Mr. C. HOLDWORTH,  
Superintendent at Works,  
Saukiwa Road,  
Hongkong.

THE GENERAL MANAGERS are prepared  
to enter into contracts for covering boilers  
and steam pipes, with either Mica- or Asbestos  
Compositions at the following quotations:-

55 cts. per superficial square foot for boilers.

Exported Steam Pipes including extra wrapping  
and Canvas and tar dressing will be treated with  
the above Compositions at \$1.05 per superficial  
square foot.

A Stock of the Compositions is kept ready for  
sale packed in 6 cwt. casks. Price for ton lots  
\$100 per ton F.O.B. or in smaller quantities at  
\$6 per cwt. F.O.B.

All works will be under the personal supervision  
of Mr. Holdworth and all orders must be  
sent through the undersigned.

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 11th March, 1898. [13]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(20)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
NAGASAKI	Sc. <i>Hyades</i>	C. L. Daniel	10 A.M., 7th April	Freight only.
YOKOHAMA	Sc. <i>Canopus</i>	G. K. Wight, R.N.R.	About 9th April	Freight or Passage.
JAPAN, &c.	Sc. <i>Carina</i>	D. C. Gregor, R.N.R.	About 13th April	Freight or Passage.
SHANGHAI	Sc. <i>Corona</i>	F. N. Tillard	About 13th April	Freight or Passage.
JAPAN	Sc. <i>Sunda</i>	S. G. D. Andrews, R.N.R.	About 14th April	Freight or Passage.
LONDON, &c.	Sc. <i>Chusan</i>	E. Street	15th April	Freight or Passage.
JAPAN	Sc. <i>Kohala</i>	S. de B. Lockyer, R.N.R.	Daylight, 17th April	Freight or Passage.

(Passing through the Inland Seas).

(See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th April, 1898.

## Intimations.

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
CONTRACTORS TO H.M. GOVERNMENT,  
MANUFACTURERS OF THE  
BEST QUALITY OF ASBESTOS GOODS AND PACKINGS.  
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.  
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.  
SUPERINTENDENT, THOS. SKINNER.

27] DODWELL CARLILL & CO., General Agents.

## Intimations.

### BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875,  
the Undersigned BANKS will be  
CLOSED for the Transaction of Public Business  
on FRIDAY, the 8th April (GOOD  
FRIDAY) and on MONDAY the 11th April (Easter  
MONDAY).

For the CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION, T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED, G. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA,  
LIMITED, JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency, F. AUGUSTIN,  
Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG, E. L. HUNTER,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH, Agent.

Hongkong, 31st March, 1898. [455]

### INSURANCE HOLIDAYS.

THE Undersigned INSURANCE  
OFFICES will be CLOSED for the  
Transaction of Public Business at FRIDAY,  
the 8th instant, (GOOD FRIDAY) and on MON-  
DAY the 11th April (Easter MONDAY).

JARDINE, MATHESON & CO.,  
General Agents,

CANTON INSURANCE OFFICE, LTD.,  
General Managers.

HONGKONG FIRE INSURANCE CO., LTD.,  
N. J. EDE, Secretary.

UNION INSURANCE SOCIETY OF  
CANTON, LTD.,

W. H. PERCIVAL, Agent.

NORTH-CHINA INSURANCE CO., LTD.,  
W. H. RAY, Secretary.

CHINA TRADERS' INSURANCE CO., LTD.,  
SHEWAN, TOME & CO., Agents.

YANGTZE INSURANCE ASSOCIATION, LTD.,  
J. B. COUGHTREY, Secretary.

CHINA FIRE INSURANCE CO., LTD.,  
W. H. T. DAVIS, Manager.

THE STRAITS INSURANCE CO., LTD.,  
Hongkong, 1st April, 1898. [456]

## HONGKONG CLUB.

### NOTICE.

AN EXTRAORDINARY GENERAL  
MEETING of the MEMBERS of the Club  
will be held in the CLUB HOUSE on THURS-  
DAY, the 14th APRIL, 1898, at 6 P.M., for the  
purposes set forth in the notice posted in  
the Hall of the Club.

By Order,

C. H. GRACE,  
Secretary.

Hongkong, 31st March, 1898. [451]

## HONGKONG CLUB.

### NOTICE.

APPLICATIONS for the post of  
STEWARD in the above Club will be  
received by the Undersigned.

C. H. GRACE,  
Secretary.

Hongkong, 31st March, 1898. [450]

## Insurances.

### THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to  
refer to; its FUNDS annually increasing,  
amount to \$1,06,402 Sig. The premiums are  
moderate; and all modern features consistent  
with safety have been adopted.

For Particulars and Rates,

Apply to

DODWELL, CARLILL & CO.,  
Agents.

Hongkong, 2nd March, 1898. [47]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000} \$633,333-33.  
RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YUEN MOON, Esq.

LOU TSO SIUH, Esq. |

MANAGER - HO AMEL.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 19th March, 1898. [49]

### NOTICE.

THE MAN ON INSURANCE COMPANY,  
(LIMIT

To-day's  
Advertizements.

THEATRE ROYAL,  
CITY HALL

(Under the Management of EDWIN GLACH).

FIRST CHANGE OF PROGRAMME,  
WEDNESDAY (TO-NIGHT) WEDNESDAY

SECOND SERIES OF LONDON  
ATTRACTIONS.

NEW-TRICKS] "Smarter than ever."

ENTRIES] [NEW PICTURES

New and up-to-date. [NEW PICTURES

In fact To-night's Entertainment will prove

EVEN MORE FASCINATING,

MYSTIFYING AND AMUSING THAN

THE ORIGINAL.

First presentation of the Great Illusion.

NOAH'S ARK

Second Edition of the truly

MARVELLOUS AND UP-TO-DATE

CINEMATOGRAPHE,

SEE—TO-NIGHT—SEE

A Call on the London Fire Brigade

GRECO-TURKISH WAR

(A Gun Boat in Full Action)

—INCLUDING, AT 11 P.M.,

Under the distinguished patronage

and in the presence of the public of Hongkong,

WHICH WILL BE RUN

THE PRINCE OF WALES' DERBY

Midst the excitement of the crowd

PERSIMMON WINS! PERSIMMON WINS!!

PRICES: Circles \$3, Stalls \$2, Pit \$1.

Soldiers, Sailors (in uniform) half price to Pit

Plan at ROBINSON PIANO CO.

Train for Peak\* each evening fifteen minutes

after performance.

Doors 8.15. Start at 9. Finish 11.15.

GRAND SPECIAL MATINEE NEXT  
SATURDAY AFTERNOON.

Doors Open 4. Performance at 4.30.

FIRST AND ONLY  
ILLUMINATED DAY PERFORMANCE.

Children 50 cents to any part of the Theatre.

HARRY LYONS,

Advance Agent.

Hongkong, 6th April, 1898. [439]

CHINA TRADERS' INSURANCE CO.,  
LIMITED.

DURING my temporary absence from the  
Colony Mr. H. P. WADMAN will act as  
Secretary.

By Order of the Board,

W. H. RAY,  
Secretary.

Hongkong, 6th April, 1898. [432]

HONGKONG RIFLE ASSOCIATION,

SPECIAL NOTICE.

THE USUAL EASTER MEETING of the  
ASSOCIATION is unavoidably postponed,

and will be held at WHITSONTIDE.

There will be a SPOON COMPETITION on

SATURDAY, the 9th instant.

RANGES, 200 and 300 yards.

ENTRANCE, 30 cents.

A. CHAPMAN,  
Acting Hon. Sec.

Hongkong, 6th April, 1898. [435]

"MOGUL" LINE OF STEAMERS,

NOTICE TO CONSIGNERS.

S.S. "MACDOUGAL,"

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 12th instant will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 12th  
instant, or they will not be recognized.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be

examined on TUESDAY, the 12th, and THURS-  
DAY, the 14th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 6th April, 1898. [447]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNERS.

S.S. "PRINZ HEINRICH."

THE above named steamer, having arrived,

Consignees of cargo are hereby informed  
that their goods, with the exception of Opium,

Treasure and Valuables, are being landed and

stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

No claims will be admitted after the Goods

have left the Godowns and all Goods remaining

undelivered after the 12th instant will be sub-  
ject to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be

examined on TUESDAY, the 12th, and THURS-  
DAY, the 14th instant, at 9 A.M.

All claims must reach us before the 20th  
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MILCHERS & Co.,  
Agents.

Hongkong, 6th April, 1898. [448]

DAKIN, CRUCKSHANK &  
COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPOARILLA.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear compa-  
rison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MINES and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [50]

Intimations.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintage. All are  
true Keres Wines.

CLARET.—Our Claret, including the lowest  
priced, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

BRANDY.—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent  
quality and of greater age than most brand,  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colony or from our authorised Agents at the  
Coast Ports.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

A MEETING of the Sanitary Board will be held  
at 4.15 p.m. to-morrow.

INSPECTOR GILLES raided No. 8 New Street  
yesterday and arrested twenty men who were  
gambling. They were brought before the Magis-  
trate to-day, the constable being fined \$75 and  
the others \$3 each.

LOCAL AND GENERAL.

A. S. WATSON & CO., LTD.

HONGKONG, WEDNESDAY, APRIL 6, 1898.

NOTES AND COMMENTS.

Even if there is not to be war, there is  
excitement enough, and almost as much  
disturbance of trade and unsettlement of  
confidence. There is also a feverish boom  
in market prices of all commodities useful  
in war, especially coal and rice—and  
news. The supply is unequal to the demand.

Commodore Dewey, in command of the  
United States squadron in the East, has  
purchased for his Government from  
Messrs. BRADLEY & Co. the Hongkong-  
Bangkok liner *Nanshan*, with a cargo of  
3,000 tons of Cardiff coal newly arrived  
from Singapore, for £32,000 sterling. She  
is to be used as a coaling-tender to the  
U. S. fleet in case of war. Another  
merchant steamer is to be bought  
in two or three days, for transport service.  
The U. S. Revenue cutter *McCulloch* from  
San Francisco and the cruiser *Baltimore*  
from Honolulu will soon be here.

The *Vladimir Monomach* leaves Hongkong  
for the north in day or two, and the *Immortal*,  
it is reported, will follow her. Our special telegrams, which we ourselves  
hesitated to believe absolutely, are confirmed  
on every hand. England is making  
a firm stand, leasing Wel-hai-wel, and  
leaving Liao-tung and Manchuria to Russia;  
a very bad bargain altogether unworthy all the talk that has been  
wasted over it by British Parliamentary  
members.

We have received, from the Equitable Life  
Insurance Society of the United States, a  
handsome folding calendar, which would make an  
attractive and elegant ornament for a boudoir or  
drawing room mantel. The Equitable is one of  
the largest and best known institutions in the  
world, and has a surplus of forty-three million  
dollars (gold) as backing to its guarantees. The  
Company has recently removed its Hongkong  
agency to new offices at No. 9 Queen's Road  
Central.

Mr. George T. Crook, late chief reporter of the  
*Daily Press*, left for England to-day by the  
C. P. R. line *Empress of China* and a large  
number of fellow-journalists and friends assembled  
on board the ship to bid him bon voyage.  
In the smoking room Mr. Crook's health was  
drunk and all his old conferees joined most  
heartily in wishing him bon voyage and a long  
and prosperous career in the noble profession of  
the newspaper man. As the journalistic launch  
left the big white liner, the whistle was set going  
to the tune of "cock-a-doodle doo" and the  
party on board exerted their lungs to good  
purpose in lustily cheering the homeward bound  
sailor.

The appeal of Fang Kun Chi and Wong  
Chak Lye against the decision of Mr. Wode-  
house, Police Magistrate, convicting them of the  
offence of chancy, was resumed at the  
supreme Court to-day before the Full Court.  
The judgment of the Police Magistrate was  
reversed, but costs were not given to the  
appellants. Mr. M. W. Slade (instructed by Mr.  
J. Hartog) appeared for the first appellant,  
and Mr. J. Francis, Q. C., (instructed by Mr.  
C. D. Wilkinson) for the second; the Attorney  
General, Mr. W. M. Goodman, (instructed by  
the Crown Solicitor, Mr. H. L. Denny) appeared  
for the respondent.

The *Siam Free Press* is working itself up  
into a frantic state of excitement, as French  
papers are wont to do—for it is now  
owned and conducted by a Frenchman,  
instead of a renegade Englishman in  
French employ as before. We congratulate  
Mr. Chalant on his linguistic skill; we  
cannot congratulate him on anything else.

To everlasting rail and gird at the  
Government of Siam may be justified,  
perhaps; but it must grow wearisome to  
readers of the paper. If there are any,  
there is too much sameness about the  
vulgarization and vilification of the King,  
and of his people, and of everything that is  
Siamese, or British, in fact everything that  
is not French.

We English have a few faults, perhaps; at any rate let us pretend we have, just for the sake of argument.  
Well, do we find it an interesting pastime to have these faults served up hot and cold, roasted, boiled,  
baked, fried, grilled, soured, stewed, hashed, minced, curried, faked into "resurrection pie," and finally boiled up into  
bullet with stale condiments, as our sole diet morning, noon, and night, with the same  
as a snack between meals? Once in a while, we like the dish; but we also like some other fare between whiles. If this  
Bangkok *Bombardos* would put something  
interesting in his paper sometimes, it would help to make the other stuff go. (This is a journalistic dodge which we  
ourselves use with some success.) At present, the *Siam Free Press* is simply dull. The  
Siamese, like the Japanese, get angry at  
such abuse; but to get angry is just the  
way not to stop it. If the Government  
could not bring themselves to calmly  
ignore the hysterical sheet, they should  
engage the sharpest satirist they could get  
and laugh *Takarazuka* to death. What  
they have done is to play right into the  
Frenchman's hand.

DAKIN, CRUCKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear compa

Government and it is satisfactory that as a result no attempt has been made to introduce a cumbersome and more or less costly piece of machinery which we do not consider could have proved efficient for the purpose. Although last year the colony suffered less from quarantine restrictions at other ports than has been the case of late years, it is much to be regretted that the same cannot be said of the present time, and that restrictive measures are being adopted on all sides against us on account of the plague, which so far only exists in a sporadic form. The storm warnings in the last year did not prove satisfactory. They had been the means, not so much of giving warning to mariners of disturbances at a distance, which is specially desired, as of creating premature alarm among the Chinese population, who were scared into seeking a refuge directly the signals were hoisted, and thereby the work in the harbour was unnecessarily interrupted. Acting on a general consensus of opinion your committee suggested a return to the meteorological signals formerly in use, and the Government, I am glad to say, promptly accepted the Chamber's suggestion. One more master connected with marine I would notice and that is the Planalto Rock Fund, the primary idea for utilising which was by means of the offices of H. M. vessels which might be engaged in surveying the coast, but since the year 1891 there has not been one so employed and as the fund was thus assuming the position of the silent hidden in a nuptial, your committee considered it time to take other steps for its practical use, and accordingly entered into a rather voluminous correspondence with the British Consul and Commissioners of Customs at the various Treaty Ports in Southern China, asking for their assistance in offering rewards for information. Our hearty thanks are due to these gentlemen for having entered to do into the scheme. It will be hoped that this new departure will bear fruit presently in the discovery of some of those hidden dangers to navigation which now and again cause serious and unforeseen disaster. There is one question on which I regret to say we have nothing definite to lay before you, though it is a matter of great local importance. I allude to a demand made on this colony for a largely increased contribution to the mail subsidy. As you are aware, a sub-committee consisting of the Vice-Chairman and Messrs. Ede and Whitehead consented to make a report to the General Committee and thoroughly threshed out the question, marshalling a strong array of arguments proving the unfairness of the grounds on which the proposed addition to our contribution was based. A despatch embodying the major part of their report was sent to the Government to be forwarded home, and so far, I am sorry to say, nothing beyond a bare acknowledgement of its receipt has reached us, but we shall be well content if the arguments it contained have proved convincing at the Treasury. Considerable correspondence on the registration of trade marks in this colony ensued on reference to the Chamber by Government of a suggestion by a Manchester firm to the effect that some general scheme of registration applicable to the whole of the British Empire should be undertaken, which your Committee were unable to endorse, as it is put out of court by the great attendant expense. As an outcome, however, the Chamber was enabled to obtain an opinion from the Attorney-General as to the relative value of home and colonial registration, which should prove useful in the future. Frequent complaints have been made of the working of the Post Office. Whether it be that the staff is inadequate or the accommodation insufficient the fact remains that the service needs improvement. It is to be hoped that the Government will take the matter seriously in hand. Turning from questions of local interest to those affecting trade with China, we have first cause for congratulation in the opening of the West River to foreign trade and navigation, which took place on the 4th June last. It is of course too early yet to speak very decidedly as to results, but that this is a move in the right direction and will eventually largely benefit trade there is no room to doubt. Meanwhile it is satisfactory to hear the report that this was merely the prelude to the opening up of all the inland waterways of China to foreign commerce, which if carried out to its entire will completely change the shipping unopposed for. The use of transit passes has now become general in the south of China, and although cases have occurred calling for consular intervention, there has been much less friction than might have been expected, and it is now given out under the authority of the Foreign Customs that merchandise may be sold *en route* with the observance of ordinary formalities, instead of being required to be taken to the destination named on the pass. Thus another obstacle to trade has been withdrawn and has made the air clearer, but what stands in our way now is the Ta-li or destination tax, which is practically an undefined quantity and may be exacted on goods arriving at their destination under transit pass or otherwise. Your Committee have recently received a despatch from H. M. Consul-General at Canton, stating that the Canton authorities have imposed him with a tariff of the lekun charges at the 49 lekun stations in the Kwangtung Province, and that the Ta-li tax on most foreign imports is 2 p. cent. *ad valorem*, but as there is no machinery for collecting this tax at other destinations, there is evident ground for presumption that irregularity may be practised in the collection. Such things as the illegal monopoly erected last May in Kwangtung, when the authorities forced out to a native syndicate of merchants the right to lekun on matches and kerosene will probably not trouble again for some time. On having attention drawn to the question by a complaint from Messrs. Arnhold, Karberg and Co. your Committee at once addressed the British Consul in Canton on the subject, protesting against that privilege as a breach of treaty rights, and asking for full information before addressing the British Minister at Peking. Thanks, however, to the Consular energy displayed in Canton, the tax was first suspended and then definitely abolished without necessity for further action on the part of the Chamber. We may hope too, that before long even the preferential duties by which the Hoppo of Canton curtails the earnings of foreign steamers on the river will become a thing of the past. Up to the present all action has been unproductive of results. In this matter owing to the Tung-tien Yamen insisting upon documentary proof of the practice, though they must be perfectly aware that such proof is virtually unobtainable. Signs are not wanting that the system of internal taxation in China is about to undergo a great revolution, and it is to be hoped that among other changes the plan of maintaining two rival customs services will soon be a thing of the past. An appeal was made a few months ago by a Hongkong trader for assistance in presenting a claim upon the Canton authorities for loss suffered through the intervention of the local officials at Fuchuen in Kwangtung. Mr. Watt had purchased some coal as an experimental cargo from the reputed owner of the mine in Kwangtung, and left for Canton. In the belief that it would be duly delivered. But the coal was not forthcoming, owing to the action of the authorities. Mr. Bremen (represented by the Viceroy) for an explanation from the Fuchuen officials, and only within the last few days we learn that the explanation given by the Fuchuen Magistrate is that the coal was not the property of the seller. Just before coming to the meeting I have seen the copy of a letter from Mr. Watt making further protest to

the Consul and the case remains open. Much as it would have pleased your Committee to be able to co-operate with the Singapore Chamber of Commerce, we were unable to comply with their invitation in August last to do so in taking action to secure fixity of exchange, by suggesting some alteration in the existing currency to the Government. There seems to have been great difference of opinion in the Singapore Chamber on this complex problem of the silver question; but here we could find none as far as the standard is concerned, so it is quite impossible to effect a divorce from the currency of China, where our main trade lies and with which we are in such close proximity. The proposal was, however, carefully weighed and considered at a special meeting of the Committee called for that purpose and a reply in accordance was made to the Singapore Chamber. The thanks of the Chamber are again due to its representative in the Legislative Council for the energy and vigilance with which he has watched over the interests of the colony generally, more especially in the matter of the light dues, the military contribution, and the cost of administration. These and other questions in which the welfare of the colony and the promotion of trade are bound up, will, we may be sure, always have a deep interest for Mr. Whitehead. There have been few changes in the Committee during the year. Mr. Michaelson, who had for some eleven years given most willing and efficient service, resigned in December, as he was leaving the colony, and Mr. Haupt was invited to fill the vice-chair. It will be necessary for you to-day to elect a new Committee. All the outgoing Committee have consented to serve again. The full members have been further increased five new members having joined since last meeting, and their election will require confirmation at this meeting. On the other hand the Chamber has lost two members. A further improvement is apparent, I am glad to say, in the finances of the Chamber. We have now a sum of \$4,000 on fixed deposit, and have carried forward a credit balance of \$1,473.62. Under these circumstances and seeing that the work of the Chamber is steadily increasing, your Committee, at the commencement of the current year, considered that they were justified in making a long needed improvement in the salaries of the Secretary and clerk. (Applause.) I should like here to acknowledge the able services of our Secretary, whose time is now more easily called upon by the increased duties, and who by giving that time is able to get the business of the Chamber more promptly attended to. (Applause.) I think, gentlemen, I have now touched upon all questions calling for special observations from me, and have purposely refrained from alluding to the political situation, which is somewhat involved. Before proposing the adoption of the report and the accounts, the Committee will be glad to hear any discussion on the various matters that have been dealt with, or to hear any views on other subjects which members may wish to present. (Applause.)

MR. GRANVILLE SHARP ON SHIPPING DUES.

Mr. Granville Sharp said—Mr. Chairman and gentlemen. On former occasions at these annual meetings I have had pleasure in referring to the clear, succinct, and vigorous reports which the committee has presented to us. The present is no exception to the rule. The committee has been vigilant, assiduous and devoted and our Secretary has shown himself just as good at writing letters as he did erstwhile in writing leaders. There is in the opening paragraph of the report, which I will confine the few remarks I make to, a passage which has attracted my attention. In referring to the relief which the shipping has experienced by direction of the Right Hon. the Secretary of State for the Colonies, the paragraph closes thus—“ Bearing in mind, however, that the principle of having resort to ‘light dues’ for purposes of general revenue in any case of urgent necessity has been endorsed by the Secretary of State, it will be necessary for the Chamber to keep a watchful eye on this question in the future.” I turn over to find out what the Secretary of State had said, and I find that in the last paragraph of his letter he writes thus—“ I desire to add that if at any time hereafter urgent necessity should arise for increasing the general revenue, I should be prepared to consider any proposal for again raising the ‘lighting dues,’ as I have no reason to think that the present charge has borne very hardly on the shipping interests. This was dated the 17th of March, 1897, and I believe is the only expression we have from Mr. Chamberlain upon the subject. He does not refer to the duty arising from light dues. He speaks of ‘lighting dues,’ and there I think the greatest difficulty of apprehending the matter has arisen. This shipping ‘light’ has been fanned and ventilated until it has become so bright that it has dazzled and perplexed those who have tried to examine into the question, and I am sorry that the term has been used, because I do not think it is applicable to the point. Our recent Governor, Sir William Robinson, and the members of the Legislative Council were all united as to the matter of the light dues—that the complaint, if it may so be called, of the shipping was quite well founded and that there was no reason, now that the Gap Rock Lighthouse was finished, for the continuation of the rate. The sting of the matter, as far as the committee seemed concerned, was in the head of the leading paragraph of their report. The sting as far as the Right Hon. Joseph Chamberlain is concerned seems to be in the tail—in the concluding words of his rejoinder, and both parties—the committee and the Minister for the Colonies—seem to agree very fairly upon one point, and that is that the matter is not finally settled. The question seems to be whether one cent or two and a half cents is to be levied upon shipping in Hongkong, but whether everybody who is interested in the Colony should bear in its support—this large staff of Government officials who have to be well paid, the enormous army of police, and these essential public works, to say nothing of the contribution we have to make for the defence of this *île à terre*, this foothold, this refuge for shipping in the Far East, and this place for the centralisation of our troops. I cannot believe that this memorial of the shipping class was intended as a real and *bona fide* complaint against the levying of two and a half cents per ton. I believe it was a protest on their part against the—if I may use the word—extravagance which has characterised some departments of the Government. In the past and the fear on their part that if this two and a half cents was fixed as the light dues there would be presently another cent and another on the top of that as exigency might arise. At present in Hongkong all is smooth sailing. Our shores are at a good price; property is fairly maintained; business, I understand, is good, and there is peace around; but may we not feel that this aspect of affairs may be altogether and very suddenly changed? May we not have a large addition to the necessary expenditure not only of the Imperial Government but of the colony in an addition—a very considerable addition—to the troops which we have in this island, and is it the time for us to be quibbling and grumbling and gadding against one another for taxation instead of taxation instead of taxation?

The President: We would be very glad to hear Mr. Fraser.

Mr. Fraser: Mr. President and gentlemen of the Chamber of Commerce, I have to thank him for the kind manner in which he has spoken of my services in the Council as representative of this Chamber and I can only beg to assure you, gentlemen, that those services will continue unabated. (Applause.)

Mr. Lewis said: I am very pleased to second the able report for the past year. It has been to some extent unfavourably criticised by the mover, Mr. Granville Sharp, in regard to the question of light dues. To judge from his remarks in connection therewith I should think he held a brief from the Harbour Master. However, all these points have been satisfactorily upheld by the representatives of the Chamber to the past, and most of us, I am sure, can only hope that the shipping interests in the future will be as well and as successfully protected (applause.)

#### AMERICAN RIGHTS IN CHINA.

THE NEW YORK CHAMBER OF COMMERCE ASKS PROPER PROTECTIVE MEASURES.

A MEMORIAL TO THE PRESIDENT.

Report on the Subject by the Committee on Foreign Commerce.

The Committee on Foreign Commerce and the Revenue Laws at Thursday's session of the Chamber of Commerce duly presented the petition of merchants, manufacturers and others interested in trade with China, affecting the territory of that country, to the attention of the Government at Washington to direct the necessary action to protect American interests in China. The Committee, through its Chairman, Mr. Gustav H. Schwab, endorsed the petition and offered for ratification a formal draft of a memorial to the President, which, as adopted, follows is—

To the President of the United States:

The Chamber of Commerce of the State of New York big leave respectfully to represent:

That there are important changes now going on in the relations of European powers to the Empire of China affecting the territory of that Empire, and to that extent effecting the privileges enjoyed under existing treaty rights by American citizens trading in and with China.

That the trade of the United States to China is now rapidly increasing, and is destined, with the further opening of that country, to assume large proportions unless arbitrarily hampered by the action of foreign governments, the exports from the United States to China and Hongkong as far as they can be named, having grown from \$3,117,000 in 1893 to \$7,070,475 in 1897.

That bearing his own burden, and by their ingenuity in so distributing that burden, so that it shall fall fairly upon all, I called upon the Harbour Master the other day to ask him a few questions. He pulled out of his desk a paper which I have never seen before, and which I suppose very few in the colony have seen—a paper which was provided by him for submission to the Commission which was appointed to investigate the charges upon shipping, and which I really think ought to have been laid upon the table of the Legislative Council, and I hope sincerely that one of the unofficial members will ask that Captain Ramsey's memorandum of July, 1897, upon this important question may be published. In the margin I noted a pencil memorandum, “Empress steamer, 450 feet, radius, 600 feet diameter, 65,172 square feet.” I said, “What is that?” “Oh,” he said, “She goes round and takes up 4 acres in the harbour.” “Oh,” I said, “And what does she pay?” “Thirty dollars,” he replied. “Thirty dollars for three weeks?” I asked. “Well,” he replied, “It is two weeks one half year and three weeks the other.” Thirty dollars for three weeks, that seems very little. Any remark I make must not be in the least degree taken as hostile or unfriendly to the Empress steamers. The Empress steamers and the C. P. R. once saved my life. I was dying when I left Montreal and when I got to Hongkong I was all right. (Laughter.) The space available for shipping is 1,446 acres. I say that acreage is worth \$2000 an acre. The land on this side is worth \$3 a foot. On the other side it is worth \$2 a foot, and between should be worth \$1 a foot. You may say it is not correct. No; if so it would be spoiled for anchorage, but I say it is worth at least \$20,000 an acre, and it is the only capital which the colony possesses except stones. Twenty thousand dollars an acre would give us \$30,000,000, which certainly ought to bring us three per cent. That is \$90,000. We use the harbour as well as the ships. Let us cut the amount in two and take off \$5,000. Let us cut the amount in two and take off \$5,000. Nine million tons of shipping would just give five cents a ton, not two and a half cents, not one cent but five cents a ton. I hope that the urgent necessity to which Mr. Chamberlain refers may not arise. I believe from what he says that we shall be able to sustain the withdrawal of the one and a half cents without putting any further taxation on the colony—(hear, hear)—because we are in a good condition, but an urgent necessity may arise. Then again, what is the value of the shipping which comes annually to this colony? Captain Ramsey said that in 1860 it was valued approximately at \$8 million sterling. This now yields to us about £5,000 or £3 in the £,000,000 sterling, upon which we pay about £50,000 per annum in tax, or 2,000 times as much as the shipping does. I believe the time will come when the condition of the poor in this colony will have to be taken into account. The second and third class people are multiplying very rapidly indeed, and if manufactures are to prosper here we must find a home for a multitude of poor people. People have to live upon £50 a month. I find, and I believe, many of you find, it is much easier to spend £50 a day than £50 a month and if people are to be taxed for everything what is to become of the poor people at Kowloon, who live in 25 dollar a month houses, and what about some of the poor men who live in some of my houses at £3 a week? And they are taxed. Mr. Chapman runs after them, puts down their number, and collects £50 from them in the course of the year. The Canton Steamboat Company, that excellently managed company which is the admiration of us all, pays for 1,600,000 tons 1,700 dollars, whilst it pays the Canton Government about \$17,000. Captain Ramsey said the line of inducement which we should hold out should not be so much nothing to pay as something to earn, and it is certainly most extraordinary, as he remarks in the memorandum, that the influential companies should be able to sustain the withdrawal of the one and a half cents without putting any further taxation on the colony—(hear, hear)—because we are in a good condition, but an urgent necessity may arise. Then again, what is the value of the shipping which comes annually to this colony? Captain Ramsey said that in 1860 it was valued approximately at \$8 million sterling. This now yields to us about £5,000 or £3 in the £,000,000 sterling, upon which we pay about £50,000 per annum in tax, or 2,000 times as much as the shipping does. I believe the time will come when the condition of the poor in this colony will have to be taken into account. The second and third class people are multiplying very rapidly indeed, and if manufactures are to prosper here we must find a home for a multitude of poor people. People have to live upon £50 a month. I find, and I believe, many of you find, it is much easier to spend £50 a day than £50 a month and if people are to be taxed for everything what is to become of the poor people at Kowloon, who live in 25 dollar a month houses, and what about some of the poor men who live in some of my houses at £3 a week? And they are taxed. Mr. Chapman runs after them, puts down their number, and collects £50 from them in the course of the year. The Canton Steamboat Company, that excellently managed company which is the admiration of us all, pays for 1,600,000 tons 1,700 dollars, whilst it pays the Canton Government about \$17,000. 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	{ YOKOHAMA (DIRECT).	THURSDAY, 7th April, at 4 P.M.
MATSUYAMA MARU	{ KOBE and YOKOHAMA	THURSDAY, 14th April, at 4 P.M.
RIOJUN MARU	{ YOKOHAMA (DIRECT).	SATURDAY, 19th April, at Noon.
TAMBA MARU	{ MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS).	THURSDAY, 28th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 31st March, 1898.

[6]

THE WORLD RENOWNED

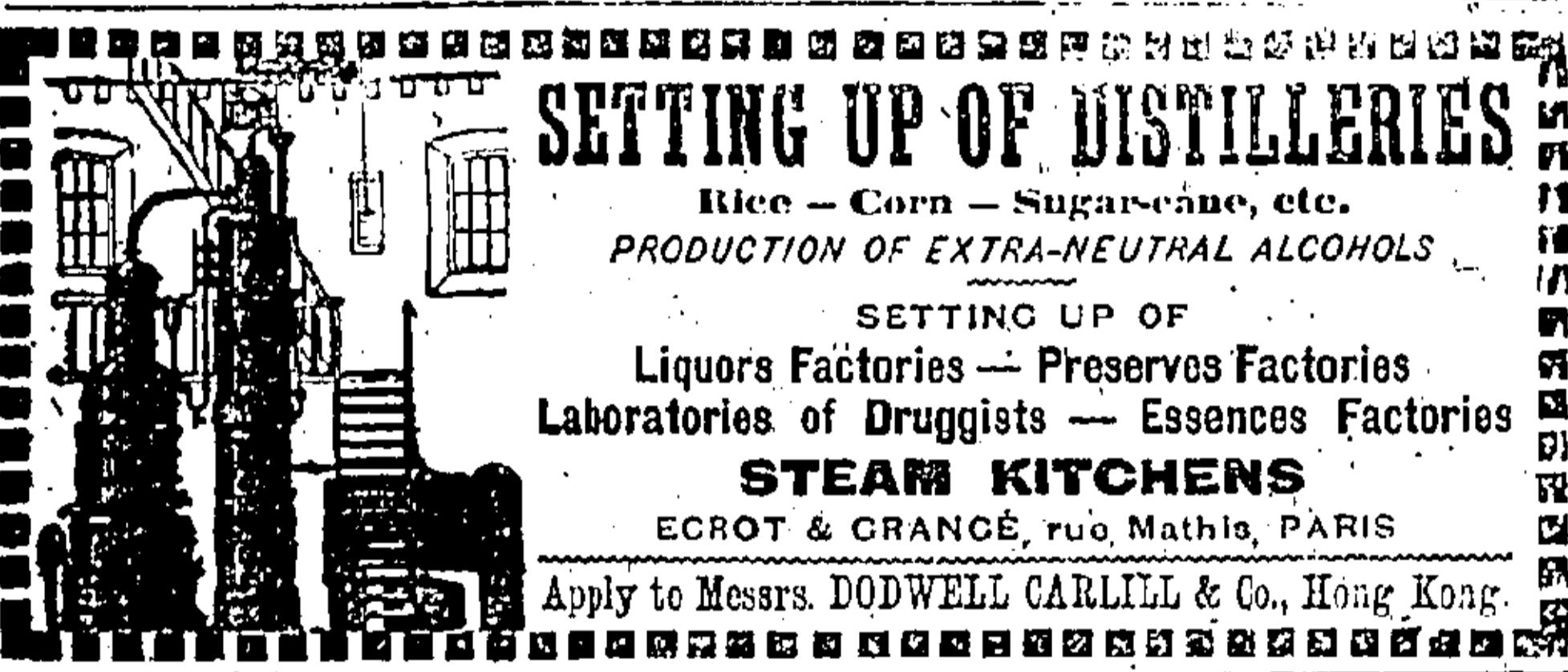
**FRENCH CORSETS  
C. P. A LA SIRENE**

Established 1839, PARIS.

Beware of Spurious Imitations  
Only genuine if Labelled and Stamped  
**C. P. à la Sirene.**

APPLY TO

M. OPPENHEIMER & CO., PARIS.



**BUILD UP THE BODY.**

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

**Scott's Emulsion**

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food; enriches and warms the blood; assists in making healthy flesh; relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & CO., Hongkong.

**Notice of Firms.**

MITSU BISHI GOSHI-KWAISHA.  
(MITSU BISHI COMPANY).

**NOTICE.**

DURING the absence of the Undersigned  
MR. EDWARD OSBORNE will act as Agent  
for the above named Company.

H. U. JEFFRIES,  
Agent.

Hongkong, 1st April, 1898.

**NOTICE.**

MR. ARTHUR LYMAN MACGOWAN  
is authorized to sign our Firm in  
HONGKONG & SWATOW by pro-curation from  
this date.

BRADLEY & CO.

Hongkong, 1st April, 1898.

**NOTICE.**

DURING my TEMPORARY ABSENCE  
from HONGKONG, Mr. D. W. CRADOCK  
will assume charge of this Company's  
Business.

D. E. BROWN,  
General Agent.

Hongkong, 2nd April, 1898.

**NOTICE.**

I have authorized Mr. F. W. HALL, from  
this date to sign my name in HONGKONG  
by pro-curation.

GEO. R. STEVENS.

Hongkong, 4th April, 1898.

**NOTICE.**

DURING my temporary absence from the  
Country Mr. A. M. MARSHALL will be  
in charge of the COMPANY's business at this  
port.

H. A. RITCHIE,  
Superintendent.

Hongkong, 4th April, 1898.

**NOTICE.**

During my temporary absence from the  
Country Mr. A. M. MARSHALL will be  
in charge of the COMPANY's business at this  
port.

H. A. RITCHIE,  
Superintendent.

Hongkong, 4th April, 1898.

**NOTICE.**

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship

"HAITAN,"  
Captain's Bathurst, will be despatched for the  
above Ports TO-MORROW, the 7th instant,  
at 10 A.M.  
For Freight or Passage apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers,  
Hongkong, 6th April, 1898.

FOR SYDNEY VIA THURSDAY ISLAND  
AND TOWNSVILLE.  
THE British Steamship

"JACOB CHRISTENSEN,"  
Captain J. E. Carpenter, will be despatched for the  
above Ports TO-MORROW, the 7th instant,  
at 3 P.M.  
For freight, apply to  
GEO. R. STEVENS,  
Agent.

Hongkong, 26th March, 1898.

"WARRACK" LINE OF STEAMERS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Steamship

"MACDUFF,"  
Captain Thomson, will be despatched as above  
on or about FRIDAY, the 8th prox.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 30th March, 1898.

"NORTHERN PACIFIC  
STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"MENMUIR,"  
Captain McArthur, will be despatched for the  
above Ports on SATURDAY, the 9th prox. at  
Noon.

This well-known Steamer is specially fitted for  
passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A duly qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the CHINA NAVIGATION  
COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 28th March, 1898.

"NORTHERN PACIFIC  
RAILWAY CO.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION  
COMPANY.

Argyll ... | 2,540 | A. Dixon ..... | April 19

Victoria | 1,316 | J. Truebridge ... | May 10.

Olympia | 1,661 | T. H. Dobson ... | May 21.

Arizona | 1,163 | J. Vinton, R.N.R. | June 14.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION  
COMPANY.

Argyll ... | 2,509 | W. Ward ..... | April 26

Brasmar | 3,661 | E. Porter ..... | June 4.

Mogul ... | 2,364 | W. H. Wright ... | June 18.

Columbia | 2,605 | A. Gow ..... | July 9

THE attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG to LONDON £47.  
Excellent accommodation. First-class Table,  
DOCTOR and STewardess carried.

HONGKONG to NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG to TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Points.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or. (whichever may be the destination of the  
Steamer).

Parcels must be sent to our Office (with address to  
mention in full) by 3 P.M. on the day previous to  
sailing.

For further information apply to

DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 6th April, 1898.

"OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"IXION,"  
Captain Nish, will be despatched as above  
on WEDNESDAY, the 13th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 4th April, 1898.

"GLEN," LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"  
Captain Jones, will be despatched as above  
on or about MONDAY, the 18th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 4th April, 1898.

"MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"  
will be despatched as above on or about 26th  
April.

S.S. "ENERGIA," ..... | 5th May.

S.S. "MACDUFF," ..... | 25th May.

S.S. "AFRIDI," ..... | 5th June.

S.S. "ATHAN," ..... | 5th June.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 30th March, 1898.

"SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bazaar

"WEST YORK,"

W. L. Foster, Master, will load here for the  
above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOME & CO.,  
Agents.

Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 & 1 British Ship

"IMBERHORNE,"

Lover, Master, Shortly expected here, will load

for the above port and will have quick

despatch.

For Freight, apply to

SHEWAN, TOME & CO.,  
Agents.

Hongkong, 10th March, 1898.

"SOFT SOAP."

THE SANITARY

DIS